

The Hongkong Telegraph.

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號九十月十年元統宣

SATURDAY, DECEMBER 11, 1909.

六拜禮

號一十月二十年十英港香

250 PER ANNUM
SINGLES COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Starting
At \$1,000,000 at a time \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq., Fr. Lieb, Esq.,
J. W. Bannock, Esq., S. Shalim, Esq.,
M. G. Barrett, Esq., R. Shaw, Esq.,
G. S. Gubbay, Esq., H. A. Sieb, Esq.,
C. R. Leemann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 13th November, 1909. [30]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL £1,000,000

RESERVE FUND £1,175,000

RESERVE LIABILITIES OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON, Manager.

Hongkong, 5th April, 1909. [18]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 20,000,000

RESERVE FUNDS " 15,000,000

Head Office: YOKOHAMA

Branches and Agents:

TOKIO, OHIO, OSAKA, TIENSIN, NAGASAKI, PEKIN, LONDON, NEWYANG, LYONS, DALNY, NEW YORK, PORT ARTHUR, SAN FRANCISCO, LIOWANG, HONOLULU, MURDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On Fixed Deposits:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

TAKAO TAKAMISHI, Manager.

Hongkong, 11th September, 1909. [17]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warnehan & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek- und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN, Manager.

Hongkong, 4th December, 1907. [19]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 PER CENT. per annum.

Depositors may transfer at their option balances of five or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [31]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,500,000

ABOUT MEX \$7,325,325

RESERVE FUND GOLD \$1,500,000

ABOUT MEX \$7,325,325

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months, 4 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 3 months, 2 1/2 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 18th April, 1908. [18]

Intimations.

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

C. Stephenson, Esq.,

Leo Yung Su, Esq.,

J. H. McMichael, Esq.,

O. R. Burkill, Esq.,

A. J. Wattie, Esq., Manager Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$34,054,152.00

Assets 7,114,490.08

Income for Year 3,073,834.81

Total Security to Policyholders 7,885,852.55

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPE, Esq., Can on, Macao and the Philippines.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [18]

EXTRAORDINARY BARGAINS.

Come All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY,

13, Queen's Rd. Central.

Hongkong, 27th October, 1909. [19]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Underwritten and Assured.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 19th March, 1908. [14]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES About 15th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 18th Dec. } Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 6th December, 1909. [4]

Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 97.

CHRISTMAS DELICACIES.

CHOCOLATE WALNUTS.

CHOCOLATE PEPPERMINTS.

CHOCOLATE GINGER.

CHOCOLATE DESSERT.

CHOCOLATE CREMES.

BUTTERSCOTCH.

BARLEY SUGAR.

TURKISH DELIGHT.

NUTMILK CHOCOLATE.

MUSCATELS.

PULLED FIGS.

CARLSBAD PLUMS.

ELUAS PLUMS.

CHRISTALIZED FRUITS.

LANE, CRAWFORD & CO. [18]

WHISKIES SCOTCH.



Fine Old Glenlivet. 'Very Old Highland Blend.' Robert Macdonald. 'Monarch of the Glen.' Rare Old Blend. 'Wayloong' Blend. Extra Special Finest Liqueur.

'Polo' (bottled at Home). O. D. S. (very choice). V. O. S. (old matured). Faintest, great age (very fine).

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 1st December, 1909. [11]

Hotels.

BEST BRANDS OF LIQUORS.

MEALS A LA CARTE AT ALL HOURS.

DINING ROOMS CAN BE RESERVED.

BOARD and RESIDENCE at MODERATE RATES.

BELLE VIEW HOTEL

Telephone No. 907.

TEA and REFRESHMENTS served on the Lawn or Verandah.

WM. WINCH, Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PARK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909. [17]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2,165 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 5 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and at 5 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 188 Tons, and "NANNING" 559 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sanni." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 12TH DECEMBER, 1909.

The Company's Steamship

"HEUNGSHAN," will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.

Departure from Macao at 3 P.M.

Machado's String Band will play during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Place. [15]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909. A. F. DAVIES, Manager. [16]

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 924.

DEC to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE, under exclusively European management has been opened at the above entirely rebuilt and modernized premises.

The latest sanitary improvements employed.

Strictest cleanliness all over the place.

Use only first class flour and other material.

The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for THE BAKERY and CONFECTIONERY DEPARTMENT.

The long experience of both Gentlemen in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 20th September, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BEUMESFHAL, Proprietor, Manager.

Telephone, 150. Telegrams "Astor." [14]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	SATURDAY, 11th Dec, 6 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" F.v. Benoit	WEDNESDAY, 15th December, Noon.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE and YOKOHAMA	"BULO" Capt. F. Frosch	WEDNESDAY, 15th December.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 15th Dec, Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th December, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	OCEANIE	Sellier	20th Dec, P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	21st Dec, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	NERA	Martin	3rd Jan, P.M.
MARSEILLES, VIA PORTS	POLYNESIE	Broc	4th Jan, at 1 P.M.

Transshipment on the Océan Steamer at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 11th December, 1900.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabail (1900 tons 14 knots) Capt. Bienalme

DEPARTURE

From HONGKONG the Co's Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.

From CANTON (French Consession, Shamoen) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY," Capt. Vivier

CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

P. A. LAPICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton by starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City; the tourist will find time to view the shops and other places of interest, returning to Shamoen at about 3 p.m.

Hongkong, 19th November, 1900.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask for with for Illustrated Booklet on "Defective Sight"—free.

LONDON.

CALCUTTA.

SHANGHAI.

John Street, Bedford Row, W.

10, Becliff Street

66, Hanking Road

a telephone, 24, March 1901.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	(IN COURSE OF CONSTRUCTION.) Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern, dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by L. & L. surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, South,

A. I. and Watkins.

Yokohama, April 28th, 1903.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES.

See Agents for

FERGUSON'S SPECIAL ORNAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 11th March, 1901.

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1900.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

14, D'AGUILAR STREET,

HONGKONG.

Hongkong, 3rd September, 1901.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Consent Port Orders carefully
executed.

Hongkong, 6th September, 1900.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OF

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Vieux Road.

Hongkong, 3rd September, 1901.

TURTLE.

BY FRANK SCHLÖSSER.

"I cannot wholly value a dinner by the *tail you do*,"—*Sydney Smith*.

Turtle soup is a thing of yesterday. The flamboyant period of French cookery knew it not, and Lord Lyttelton makes that notorious ham-pie-loving glutton Charles Darteneuf regret, in his dialogue with Apicius, that he has never eaten any "for in my time they were not brought over to England." That turtle "came in" soon afterwards is evident from the remark of Apicius, through the mouth of Lord Lyttelton: "I am credibly informed that they are now as plentiful in England as sturgeons. There are turtle-boats that go regularly to London and Bristol from the West Indies. I have just received this information from a fat alderman who died in London last week of a surfeit he got at a turtle-feast in that city."

Now, Darteneuf (or, more correctly, Darteneuf) died in 1737, at the age of seventy-three; and the "Dialogues of the Dead" were published in 1760. The date of the introduction of turtle may therefore be fairly accurately gauged.

Very early in the nineteenth century—on Sunday, May 31, 1807, to be precise—the following advertisement appeared in the "Observer":—

No. 55, Piccadilly, Corner of the Albany.

TURTLE.

William Shawford, truly appreciating the liberal support he has experienced since taking to the above situation, inform the Nobility, Gentry, and others that he

THIS DAY

dresses a remarkable

FINE LIVELY TURTLE

of the most esteemed size. The approbation the Gentlemen Connoisseurs gave his method of dressing last season flatters him it will be found equally good this.

The learned Dr. Kitchiner, in this "Cook's Oracle," states, ancient turtle soup: "As it is our wish that this work should be given to the Public at the lowest possible price, the Recipe for dressing a Turtle is taken out—as a Professed Cook is always hired for the purpose of dressing it. The space this long recipe occupied is now filled with directions for making useful pickles." He adds that the usual allowance at a turtle feast is six pounds live weight per head. At the Spanish dinner at the City of London Tavern in August, 1848, four hundred guests attended, and 2,500 lb. of turtle were consumed.

Quin, the epicure-actor (no such unusual combination), used to say that it was not safe to sit down to a turtle feast at one of the City halls without a basket-billed knife and fork. "We commend our friends," says Kitchiner, "before commencing such a temptation to read our Peptic Precepts. Nothing is more difficult of digestion, or oftener requires the aid of Peristaltic Persuaders than the glutinous callopash which is considered the *bonne bouche* of this soup."

Turtle seems to have been prized as a new delicacy in the year 1750. At a meeting of the Royal Society Club, held in that year, it was resolved "That any gentleman complimenting this society annually with a turtle shall be considered as an honorary member." In 1784 the circumnavigator Lord Anson honoured the club by presenting the members with a magnificent turtle, when the club drank his lordship's and other turtle doctors' healths in claret. On one occasion the usual dining-room could not be occupied on account of a turtle being dressed which weighed 400lb, and another minute records that a turtle intended to be presented to the club died on its way home from the West Indies.

TURTLES IN ITS CIVIC ASPECT.

James Watt has left his record of one of the Philosophers' turtle feasts: "When I was in London in 1785, I was received very kindly by Mr. Cavendish and Dr. Blagden and my old friend Smeaton. I dined at a turtle feast with them and the select Club of the Royal Society; and never was turtle eaten with greater sobriety and temperance, or more good fellowship."

Turtle does not appear in bills of fare of entertainments given by Lord Mayors and Sheriffs between the years 1761 and 1766, and it is not until 1768 that turtle is mentioned by name, and then in the bill of the banquet at the Mansion House to the King of Denmark. Turtle, therefore, from a civic point of view, is precisely one hundred and forty-one years old.

"The Trade" calls turtles "fish," and if they arrive dead they are termed "angels." The risk in transport is very great, in fact, the biggest dealer in London says it is as risky a business as horse-dealing. The mortality on the voyage is considerable despite the fact that turtles are remarkably tenacious of life. It is on record that a turtle's head, hours after it has been severed from the body, has taken hold of a piece of wood in its mouth; and one has been known to have had its head cut off in the evening by a cook, and knocked that cook down next morning with its fin. From four to five thousand turtles come annually from Jamaica and Ascension to fortnightly consignments, and the consumption is at least equally divided between the W. and E.O. districts, with a fractional proportion in favour of the former, although the preparation at some of the very best restaurants varies considerably from the traditions of the Guildhall.

The actual recipe remains a jealously-guarded secret; but it is betraying no confidence in suggesting that the components of genuine turtle soup are mainly green turtle (some allege conger eel, but that is *non-sensical*), with basil, marjoram, thyme, parsley, clover, allspice, mace, nutmeg, and sherry. The average "cookery-book" recipes for home-made turtle soup may safely be disregarded. They are a delusion and a snare.—*F. M. Goss*.

Co Let

TO LET.

OFFICES and ROOMS on the 2nd and 3rd Floor of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—

THE COMPRADORE DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1900.

TO LET.

IN No. 6, DES VIEUX ROAD CENTRAL, One Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 18th November, 1900.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1900.

TO LET.

NOS. 20 and 21, PRAYA, KENNEDY TOWN, two extensive two-storied semi-detached godowns, ground surface of cement concrete.

No. 14, Praya, Kennedy Town, one extensive two-storied godown.

All are in first class condition, suitable for storing Rice, Flour, &c.

Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 6th November, 1900.

TO LET.

"TANTALLON," 126A, Barker Road. Rent \$125.00 per month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 8th December, 1900.

TO LET FURNISHED.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1900.

TO LET.

NO. 3, MORRISON HILL. Immediate entry.

Apply—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 9th December, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 5 CLIFTON GARDENS, CONDOIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUF BUILDINGS, and No. 16A, DES VIEUX ROAD next to the Hongkong Hotel.

FLATS in MOREYON TERRACE.

No. 10, DES VIEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th November, 1900.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1900.

THE RAPID MAY NOW ALSO BE OBTAINED IN DRAGON (TARTAN) FORM.

SELF CURE NO FORTION!

MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DESPAIR.

but without running doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of

THE NEW FRENCH REMEDY

THERAPION

A complete revolution has been wrought in the department of medical science, while thousands have been restored to health and longevity who for years previously had been merely dragging out a miserable existence.

Intimation.

Powell's

Xmas

Bazaar

NOW

OPEN.

POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong, 6th December, 1909.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from Captains Bremer & Frahm, to sell by PUBLIC AUCTION, on MONDAY, the 13th December, 1909, at 2.30 P.M., within their residence, MacDonnell Road, THE WHOLE OF THEIR VALUABLE HOUSEHOLD FURNITURE. Particulars from Catalogue. TERMS:—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 7th December, 1909. [83]

For Sale.

FOR SALE.

AMERICAN BILLIARD TABLE (Nearly New). Balls, Cues, Rest, all complete. Apply to—GEO. MCBAIN, No. 12, New Praya. Hongkong, 24th November, 1909. [793]

FOR SALE.

AT

GRACA & CO'S STORE,

27, DES VŒUX ROAD CENTRAL.

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR

CARDS.

ALBUMS.

CHILDREN'S MAIL CARTS.

AND

A Variety of Articles suitable

for

CHRISTMAS.

INSPECTION INVITED.

GRACA & CO.

27, DES VŒUX ROAD CENTRAL. [66]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENEDI," FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 10th December, 1909. [834]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 16th December, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 10th December, 1909. [414-419]

Consignees.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"CARDIGANSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 13th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 13th inst. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.

Optional Goods will be carried on unless instructions are given to the contrary before steamer's arrival.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 6th December, 1909. [81]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Maloe* and *Dorlogne*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed, and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 1 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after MONDAY, the 13th December, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th December or they will not be recognized.

All damaged packages will be examined on MONDAY, the 13th December, at 3 P.M.

No Fire Insurance has been effected. P. DE CHAMPMORIN, Agent. Hongkong, 6th December, 1909. [9]

FROM EUROPE.

THE H. A. L. Steamship

"SITHONIA,"

Captain Bremner, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 6th December, 1909. [817]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC," FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Hongkong, 7th December, 1909. [10]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"TACOMA MARU,"

FROM TACOMA, JAPAN & SHANGHAI. The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, December 11th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, 14th inst.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 9th December, 1909. [499]

TERRIBLE PIT DISASTER.

RESCUERS OVERWHELMED BY AFTER-DAMP.

HEROISM OF DOCTORS AND MANAGERS.

A terrible colliery explosion, resulting in the loss of about twenty-seven lives, the dead including five men who sacrificed their lives in a gallant attempt to rescue their entombed comrades, occurred early on the morning of October 29, in South Wales. The dead include Mr. W. Bowen, manager, and Mr. David Lewis, under-manager.

Up to the late hour that night twenty-one men had been brought to the surface, but some of these are so seriously injured that they are not expected to recover. In addition to the bodies of the five rescuers, the bodies of twelve miners have been brought to the bank. Ten or eleven men are still missing, all of whom, it is feared, have either been killed or overcome by the after-damp.

The scene of the disaster was the Darran Pit, of the Rhymney Iron Coy., near Bargoed, and the first intimation of the catastrophe was the sound of a violent explosion which, at 4.30, roused the inhabitants of the quiet and peaceful district of Deri Valley from their slumbers.

Forty-three men were in the pit at the time, and when the explosion occurred they were preparing to leave the workings. They at once attempted to reach the usual outlet, but an impenetrable barrier of afterdamp compelled them to return.

Some of the poor fellows remembered the outlet of an adjoining colliery, the Gilfach, belonging to the same company, about four miles away, and, led by one of the miners, a party proceeded to this spot, which they reached in safety.

Meanwhile at the first sign of the explosion efforts were made at the pit head to help the miners who were caught by the accident. But the headgear had been shattered, and this made the work of the rescue almost impossible from the Darran side. Consequently the rescue party, like the entombed men beneath them, rushed away to the Gilfach shaft and communication was established through the underground workings. By 8 o'clock in the morning, eighteen men had been brought out alive.

DROPPED LIKE NINEPINS.

The first rescue party to descend consisted of the manager of the mine, Mr. Bowen and four others. They went down shortly after 6.30, and three of them never returned, losing their lives in a gallant attempt to rescue their comrades. These three heroes were Mr. Bowen and two firemen, named Gower Griffiths and David Morgan.

Mr. Bowen, in particular, showed remarkable bravery in trying to reach the entombed men, but was repeatedly overcome by the foul air. Time after time he was carried to the bottom of the shaft, where he revived afterwards again leading on his plucky assistants towards the scene of the explosion. In the words of one of the survivors among the party they dropped like ninepins, and it is wonderful that the whole party did not pay the penalty of their bravery.

When it was seen by the men who were anxiously awaiting their return at the head of the Gilfach shaft that their lives were endangered, other rescue parties were hastily organized, and with the same spirit shown by the first little gang, descended to the workings to try and effect a rescue of the rescuers. But they were in all cases treated back by the deadly fumes, and had to return empty-handed to the surface.

Messengers were forthwith dispatched to neighbouring collieries for rescue apparatus. At last a party succeeded in reaching the spot where Mr. Bowen and the two firemen had dropped, overcome by the after-damp, and the fears that had been entertained were found to be accurate.

Seldom in the long gloomy annals of colliery disasters has such heroism and daring rescue work been demonstrated. Whilst the five brave men comprising the first rescue party were attempting to reach the imprisoned men by way of the Gilfach pit, a deed of equal, but, happily, not such fatal heroism was being performed in another part of the workings by Dr. W. Turner, of Deri.

Dr. Turner was amongst the earliest arrivals at the colliery, and immediately he learned that two hitches had been found at the bottom of the Darran shaft, pinned against the cage, he insisted upon going to their assistance, although the only means of descending was by means of the ladders connected with the pumping machinery. Having rendered first aid to the hitches, Dr. Turner ventured further into the workings to give assistance to other victims, he having in the meantime been joined by other rescuers, including Mr. David Lewis, the under-manager. The deadly fumes in the workings, however, compelled the party to retreat, and on reaching the bottom of the shaft it was discovered that the doctor and Mr. Lewis were missing.

BRAVE DOCTOR.

Subsequently other parties ventured into the workings, and at 2 o'clock in the afternoon Dr. Turner was found in an unconscious condition. After administering restoratives, however, the party who found him were compelled to leave him owing to the quantity of after-damp, but a further party, equipped with the latest life-saving apparatus, succeeded in bringing the doctor to the pit bottom, where he was attended by another doctor. His condition is critical.

The fate of David Lewis was more sad. He had assisted in sending back five or six of the dead bodies, and he was then lost sight of. A few hours later a party who had gone in search of him found his lifeless body in one of the airways. A sad incident connected with his death was the fact that his own son was among the first to discover his father.

The bodies of Mr. Bowen, the manager, and David Morgan and Gomer Griffiths, members of the first rescue party, were discovered in the afternoon, within the zone of the after-damp, which had followed in the wake of the men who escaped in the morning by the way of the Gilfach Pit.

Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunstuck says: "The continued use of it in my practice convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO.,

(Machinery Dept.) Hongkong,

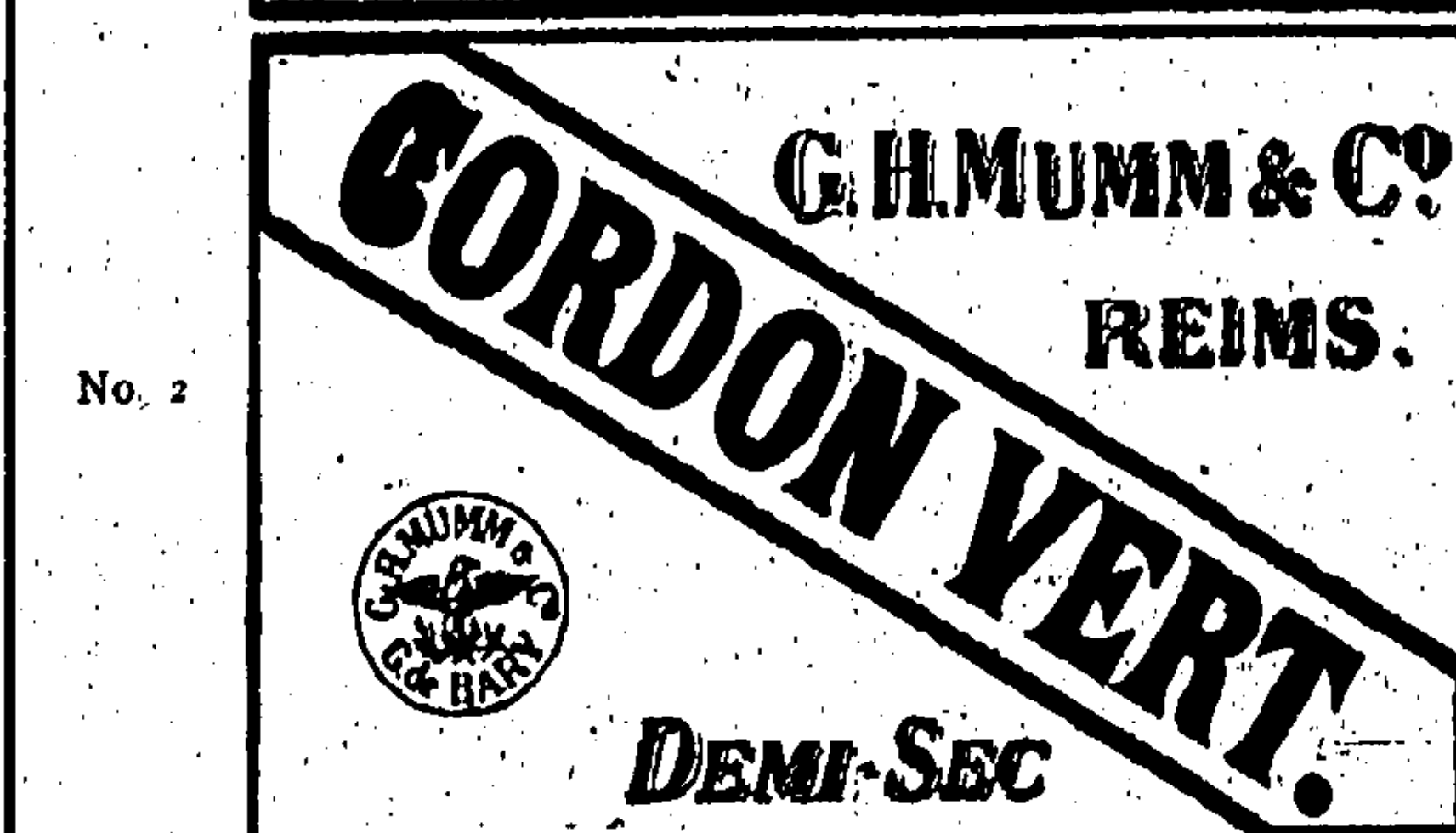
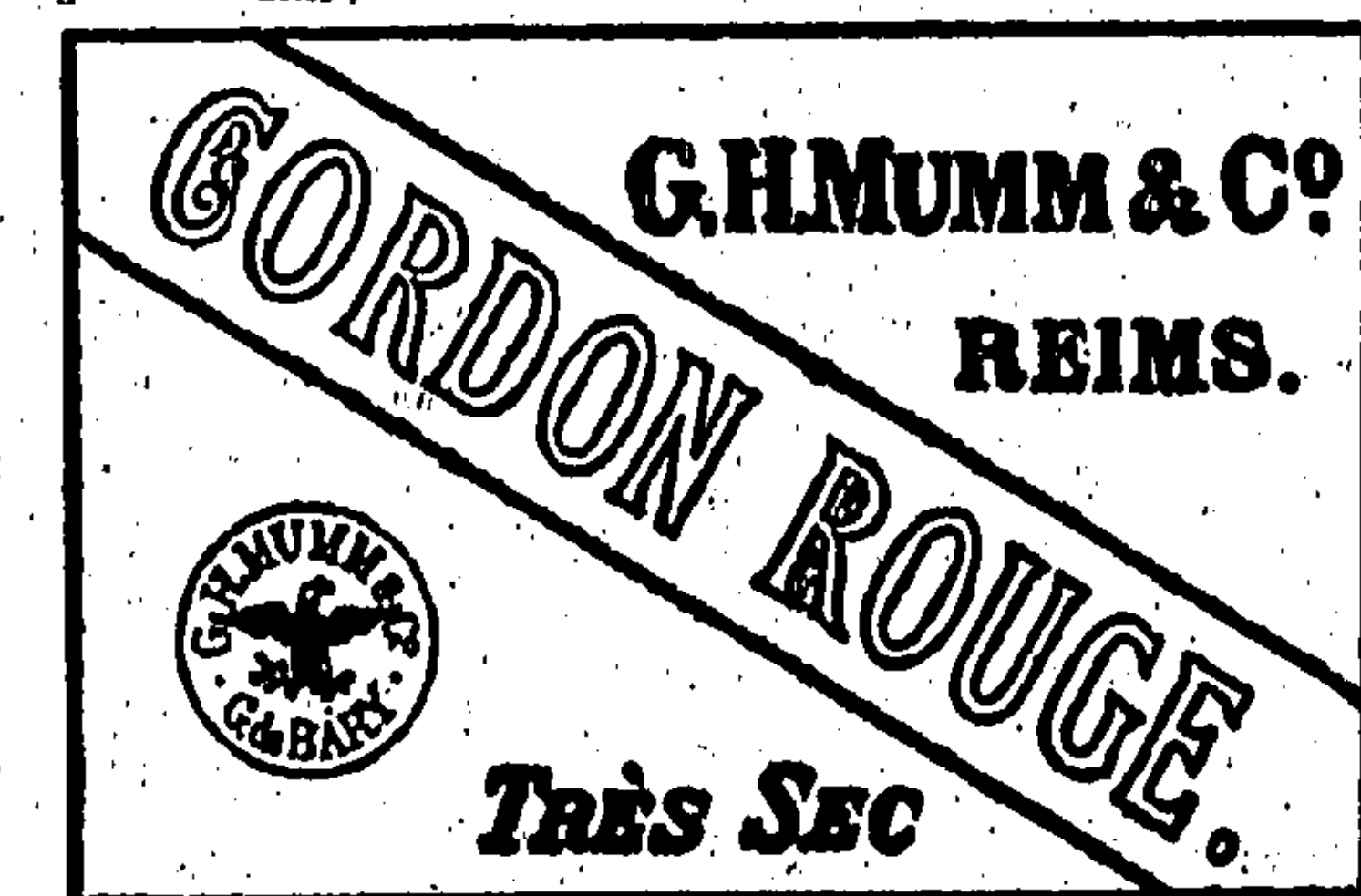
Sole Agents.

Hongkong, 7th December, 1909. [821] 799]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that G. H. MUMM & CO., carrying on business of Wine Shippers, at Rue Andreux, No. 24, Reims, in the French Republic, have, on the 22nd day of July, 1909, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—



In the name of G. H. MUMM & CO., who claim to be the proprietors thereof. The Trade Mark No. 1 has been used by the applicants since the month of November 1895, the Trade Mark No. 2 since the month of May 1907 and the Trade Mark No. 3 since the month of April 1908, all in respect of the following goods: CHAMPAGNE WINES and of all other Sparkling Wines and Drinks naturally or artificially sparkling in Class 43.

Dated the 1st day of September, 1909.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 4, Des Vœux Road Central, Hongkong.

Intimations.

JUST LANDED:

The well-known and famous brandy "Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

4, Des Vœux, 30th April, 1909. [49]

YUEN HING,

No. 4, D'ARQUILLAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL.

DEALERS

In all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 6th August, 1909. [593]

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that F. O. CALVERT & CO., of Tower Chemical Works, Gibbons Street, Bradford, Manchester, England; Manufacturing Chemists, have, on the 7th day of August, 1909, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The word

"CALVERT'S"

in the name of F. O. CALVERT & CO., who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following goods: Carbolic Acid for Use in Manufactures, in Class 1; Carbolic Acid or Preparations thereof for Agricultural, Horticultural, Veterinary, and Sanitary Purposes, in Class 2; Carbolic Acid or Preparations thereof for Use in Medicine and Pharmacy, in Class 3; Hard and Soft Soap included in Class 47; Perfumery (including Toilet Articles, Preparations for the Teeth and Hair, and Perfumed Soap), in Class 48.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 7th day of October, 1909.

F. O. CALVERT & CO.,

by CLEMENT WARD LOWE,

a Partner in the Firm.

ICE HOUSE STREET.

TO BE WOOD PAVED.

The members of the Public Works Committee, having, on the 2nd inst., discussed the relative merits and prices of other road materials and the somewhat heavy expense entailed by wood paving, finally unanimously agreed that this street should be paved with this material as an experiment in such paving, adding that it would be possible when re-constructing to then improve this street by abolition of the gutters and in other ways.

COTTON-SPINNING IN JAPAN.

A SATISFACTORY HALF-YEAR.

Referring to the prospects of the working of the spinning companies for the present or second half this year, the *Osaka Asahi* notes that the result of the working of the companies generally has proved more satisfactory than for the first half, and all the companies are expected to be able to pay a better dividend. Doubt was at one time expressed as to a like success in the case of those companies which principally produce finer yarns of 20's and above, but even these have now proved to have had a more successful season than in the first half of the year. In July and August last, when the market for raw cotton began to rise, apprehension was felt regarding the position of the companies, owing to the small stocks of raw cotton held. Even apart from the Fukushima Spinning Company, which claims to hold sufficient stock to last until March or April, the Kanegafuchi, Settsu, Osaka, and Mie Spinning Companies are all holding a heavier stock than had been expected, and they have experienced less difficulty in consequence of the higher prices of raw cotton, while on the other hand the yarn market has improved. It is thus placed the companies mentioned in a position to realise a larger profit than anticipated, and it is now expected that all the spinning companies will be able to distribute a dividend equal to or larger than that for the preceding half-year. There is little doubt that the Kanegafuchi will distribute a dividend at the rate of 14 per cent. per annum, the Fukushima, Osaka, Nippon, and Mie each at 12 per cent., the Settsu at 10 per cent., and the Tokyo at 5 or 6 per cent., while the Nishin (Japan-China), a new company, is expected to be able to distribute 6 per cent. The Fuji is believed to be in a position to pay 14 per cent., the Amagasaki 30 per cent., and the Goto a rate of 30 per cent., though some doubts have been expressed as to whether the last mentioned companies will show much success in their working. It is, nevertheless, certain that at the worst the dividends distributed will be equal to those for the preceding period. The question now occupying the attention of the cotton-spinners is the prospects of the working for the next period, and the companies are much concerned in the matter.—*Japan Chronicle*.

MORE TROUBLE.

IMPORTANT CHANGES REPORTED IMPENDING.

According to the *Paris Temps*, the object of the negotiations interrupted by the assassination of Prince Li at Harbin, and now, it is said, to be renewed at Vladivostok, is the cession by Russia to Japan of the Eastern Chinese Railway, or, roughly, the whole of the Eastern section of the Trans-Siberian Railway, together with the branch from Harbin down to Japanese frontier. The only portion of the line which would remain Russian would be the short stretch from Vladivostok to the Manchurian border. The *Temps* says:—The Russo-Chinese Convention of 1896 relating to the Eastern Chinese railway conceded to Russia a strip of territory of about 4,000 square kilometres, stretching from Transbaikalia to Vladivostok and passing through Harbin, through which the new railway was to run. At the same time an Eastern Chinese Railway Company was created, but shares were issued which have never appeared in any market. In default of a financial organisation the company possessed a complete administrative organisation, of which General Korvat is at present the head, and includes a gendarmery and police force, a medical service, postal and telegraphic services, and so on; it has besides its courts of law, officials, magistrates, and judges. This administrative force made of the leased territory, and particularly of Harbin, a kind of Russian settlement. This state of affairs is in the meantime hardly compatible with international right, and we have recently seen the territorial privileges which Russia enjoys at Harbin provoke from the German Consul there a strong protest based upon the extraterritoriality assured in China to all Europeans. It might very well be a good stroke of policy for Russia to renounce advantages so pregnant with practical difficulties. From the financial point of view, Russia's interest equally advises the abandonment of all further attempts to exploit a railway which can only be conducted with a loss and the commercial future of which has been brought to nothing by the loss of Port Arthur and the handing over to Japan of the line from Port Arthur to Mukden. As for Japan, the possession of the Russian line would, on the contrary, be wholly in her interests. Her appreciation of this is shown by her efforts to monopolise the railway traffic of Manchuria and to carry to completion the wide network of lines that she already possesses.

After dwelling on the political aspect of the question, the *Temps* turns to the consideration of Vladivostok and the Russian Maritime Province, which will, of course, be practically cut off from the rest of Russia's Siberian possession, and shows that it will be to Russia's interest to make Vladivostok a closed port. A cessation of the present system of free imports would mean the flooding of the province with Japanese and Chinese goods. At present the business houses and the population is overwhelmingly Asiatic.

PURSUING THE GAZZARA.

A SCIENTIFIC EXPEDITION TO BRITISH NEW GUINEA.

There were five members of the British Scientific Expedition to Dutch New Guinea in Colombo, on Saturday night, and all left for Singapore by the *Himalaya*, yesterday morning, along with some 15 tons baggage, says the *Ceylon Observer* of the 15th ult. The expedition, which has been organised by Mr. W. R. Ogilvie Grant for the British Ornithologists' Union, is going out under the auspices of the British Museum, and Mr. Walter Goodfellow, the well-known traveller, who has had considerable experience of similar work in British New Guinea and in the South Seas generally as well as in South America, on behalf of this great British institution, is in charge of the party. The expedition consists of seven Europeans, two of whom are at work in Borneo at present and will be picked up at Batavia.

START FROM BATAVIA.

Besides ornithological and zoological experts, Mr. Goodfellow has with him a botanist and two surveyors, the latter sent out by the Royal Geographical Society who contribute towards their expenses. Dr. Eric Marshall, who accompanied Lieut. Shackleton to the South Pole, is of the party, while, as stated on Saturday, Capt. C. G. Rawling, C.I.E., Somersetshire Light Infantry, who shared with Major Ryder, R.E., the exploration of the Upper Bihangputra, is the survey officer. Another distinguished member is Mr. A. F. H. Wollaston, recently medical officer to the Rowanston expedition. The original intention of the party was to proceed to the Ara islands in a coasting steamer and start from there for Dutch New Guinea. The Dutch Government have, however, been exceedingly kind in the matter and have volunteered to send the party down in a gunboat while they also insist on providing an escort for their safety in Dutch New Guinea. It is, therefore, probable the expedition will now start from Batavia. They will take about 150 carriers with them and form a base camp in New Guinea where the majority of these people will be left.

BEAUTIFUL BIRDS.

The fauna of British New Guinea has been pretty well investigated. It is, of course, notable for the wealth and beauty of the avifauna. The most remarkable orders, besides the birds of paradise, which are only found in New Guinea, and the neighbouring islands, are the honeyeaters; flycatchers, parrots, kingfishers, and pigeons, all rich in special forms. Birds of prey are rare; vultures, pheasants, woodpeckers, and fowls being absent. The unusually large number of beautiful birds, 50 per cent. of the whole, is attributed to the numbers of parrots, lorries, cockatoos, pigeons, and kingfishers, and to the absence of thrushes, shrikes, warblers, and other dull-coloured groups. Much less is known of the resources of Dutch New Guinea in this respect although naturally many species probably abound there common to the whole Papuan sub-region. There is, however, in the wide and untroubled Dutch territory a large range of mountains extending far into the interior and capped with eternal snow which it is hoped will yield rich results.

FACE LIKE THE DEVIL.

It is well known that in New Guinea some very large primitive animal exists unnamed by scientists. Its immense hoof-marks have been found and traces of it have recently been in Dutch New Guinea. Naturally Mr. Goodfellow's party will do their utmost to secure a specimen. Opinions differ as to the nature of the mysterious animal, but it has been suggested that it may possibly be a gigantic marsupial akin to those found fossil in the Queensland Pleistocene while another belief is that it is something of the tapir-species. A member of a Dutch expedition which, after penetrating a distance of 85 miles into the unknown, retired baffled by the mountains, forests and fens described it as:—Very large, striped black and white with a nose like a tapir and a face like the devil. Meantime, the animal is humorously known to members of the expedition as the *Gazarka*.

Events Coming.

Saturday, 11th December.
Theatre Royal, "Merry-makers" 9 p.m.
Phoenix Club Smoking Concert.

Monday, 13th December.
Hughes and Hough, Furniture sale, MacDonnell Road 2.30 p.m.
Meeting of University Committee.
Victoria Recreation Club, Extraordinary General Meeting, 6 p.m.

Tuesday, 14th December.
Hughes and Hough, Miscellaneous Goods sale, 11.00 a.m.
Geo. P. Lammer, Furniture sale, 2.30 p.m.
Organ Recital, in St. Peter's Church, 5.30 p.m.

Wednesday, 15th December.
South China Morning Post, Ltd., Annual Meeting, in the Offices of Dr. Noble, Bick Building, Noon.

Friday, 17th December.
Geo. P. Lammer, Chinese Curios sale, 2.30 p.m.

Saturday, 18th December.
A. A. Sports Meeting, Kowloon Track.
Geo. P. Lammer, Chinese Curios sale, 2.30 p.m.

Monday, 20th December.
Hughes and Hough High Class English Jewellery sale, 11 a.m.

Friday, 24th December.
Boxing at City Hall.

Saturday, 25th December.
Public Holiday.

Tuesday, 28th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

Wednesday, 29th December.
Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

COMMERCIAL.

YARN MARKET.

Hongkong, 10th December, 1900.

A further improvement has been established in our market for Indian yarn, and dealers have, in several instances, advanced on their offers which had previously been refused, and fairly large settlements were effected in the earlier portion of the interval, as noted at foot. No. 90s have again attracted most attention, chiefly for the Northern and Tonkin markets and form the bulk of sales, prices showing an appreciation of \$1 to \$1 per bale. Best qualities No. 16s are inquired for at advancing prices, and being in very small supply holders have been able to obtain the values demanded by them. The lower counts are not much in request, but they are firmly held and may be quoted one to two dollars higher. Receipts during the interval are small and with larger offers stocks show a substantial decrease on last estimate and are now within very narrow limits, the market closing quiet but firm. Bombay continues strong and latest telegrams from that place report purchases by China exporters of over 30,000 bales on the basis of annas 6 7/16 for No. 10s, and 7 1/2 for No. 20s for the Shanghai and Hongkong markets.

Sales of the interval aggregate 5,724 bales, arrivals amount to 4,449 bales, stocks estimated at 11,000 and unclaimed yarn in second hands at 30,000 bales.

Local Manufacture.—No business is reported.

Japanese Yarn.—There is no change in the continued quietness of these threads.

Raw Cotton.—The market is bare of stock of Indian descriptions. A small importation of 200 bales New superfine Bengals was taken up at \$16. In China kinds a small parcel of 95 bales. Throughbales have changed hands at \$14. Stock, 170 bales. Quotations are Indian Old \$11 to \$15. New, \$14 to \$17. China \$15 to \$19.

Exchange on India, after having touched Rs. 128 for T/T and Rs. 128 1/2 for Post, closes to-day at Rs. 131 1/4 and 131 1/2 respectively. On Shanghai 75 and on Japan 86 1/2.

The undernoted business in imported and local splittings is reported from Shanghai during the fortnight ended the 4th inst., viz:—

Indian.—The demand continues unabated, and about 4,000 bales have been sold at an advance of one to two Taels. Estimated stock, 42,000 bales.

Japanese.—Are in good demand, and about 5,000 bales have changed hands at Tls. 10 1/2 to 11 1/4 for No. 16s and Tls. 11 1/2 to 12 1/4 for No. 20s. Close strong.

Local.—In very good inquiry, about 9,000 bales changing hands on the basis of Tls. 10 1/2 to 11 1/4 for No. 14s and Tls. 10 1/4 to 11 1/4 for No. 16s.

Hongkong, 11th December, 1900.

Since the issue of our last report on the 26th ultimo per s.s. *Delhi* our market continued in the same strong position as previously mentioned, one or two dealers who had largely operated for a rise continuing their purchases at an advance of \$1 to \$3 on previous quotations. On the other hand other large dealers kept entirely aloof from the market and were not buying except for their urgent wants. Subsequently a favourable recovery in exchange discouraged the speculators who have now ceased operations, and the state of our market has now become uncertain and depends entirely on the Shanghai market. We may mention that Bombay has been greatly influenced by the excitement in Shanghai, and we close quiet but steady with some importers eager to realize at current rates while others are firm and holding on.

No. 6s & 8s.—Small sales at former rates.

No. 10s & 12s.—Show an improvement of \$1 to 3 per bale, but are in no great demand.

No. 16s.—Being in small supply have fetched very high prices, but sales trifling.

No. 20s.—Are in excessive supply and some well-known superior desirable tickets have been taken up largely at an advance of \$1 to \$2 per bale while other undesirable tickets have changed hands at a slight increase.

Total Sales 5,500 bales.

Unsold Stocks estimated at 14,000 bales.

Sold but undelivered in the Godowns, and to arrive 22,000 bales.

Arrivals.—The mail str. *Delhi* and extra str. *Takashi Maru* from Bombay, and str. *Kuratsang* from Calcutta have brought in 3,954 bales for Hongkong, and 9,500 bales for Shanghai, shipments from Hongkong to Shanghai, and coast ports &c. amount to about 2,000 bales.

Shanghai.—Is reported very strong and a further rise of 1 to 3 taels has taken place with a considerable business.

Japanese Yarn.—Market almost closed.

Local Mill.—No sales.

Raw Cotton.—There is no stock of old Indian cotton. A small importation of 200 bales New Bengals have been taken up at \$16. The cotton is really of a much better quality than last year being whiter in colour and entirely free from seeds and yellow spot. Stocks 75 bales. In China kinds a parcel of 95 bales has changed hands at \$14 stocks 170 bales. We quote old Bengals \$11 to 13 and new \$14 to 17, and China \$15 to \$19.

Rupers. T/T 131 1/4 sterling. D/D 10 1/2 Shanghai. T/T 75.

Rupers. D/D 131 1/4 sterling. 4m/1 1/2 1/2 1/2 Japan. 8 1/2 bar silver 23 1/2.

POLISHWALL & KOTWALL.

Cotton and Yarn Brokers.

FRIEGHT MARKET.

Messrs. Lamke and Rogge write in their freight circular of 11th December:—The volume of business transacted since the 27th ultimo is on about the same scale as during the preceding fortnight; rates in some instances are slightly better. At the close there is still a certain scarcity of tonnage felt, and a good deal of inquiries in various directions remain unanswered. It is generally anticipated in shipping circles and everything points to that we will see a better market next year than we have experienced for a long time past.

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
WEDNESDAY,
the 15th December, 1900, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
SUNDRY VALUABLE
HOUSEHOLD FURNITURE,
Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES, WITH BEVELLED GLASS, BOOKCASES, TEAKWOOD SIDE-BOARDS AND DINNER WAGGONS WITH BEVELLED GLASS, MARBLE-TOP DRESSING TABLE AND WASHSTAND WITH BEVELLED GLASS, HATSTAND, Double and Single BRASS-MOUNTED BEDSTEPS, WITH WIRE AND RATTAN MATTRESSES, CARPETS, GLASS, CROCKERY AND E.P. WARE, CANTON CARVED BLACKWOOD WARE, BRASS AND IRON FENDERS, COOKING STOVE AND UTENSILS.

ALSO
One COTTAGE PIANO.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th December, 1900. 1831

PARTICULARS AND CONDITIONS OF THE LETTING BY PUBLIC AUCTION SALE.

of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of December, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at corner of Shiu Hing Street and Hollywood Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Area in Square Feet	Area in Acres	Annual Rent	Upset Price
1	1,000	0.023	100	1,000
2	2,000	0.046	200	2,000
3	3,000	0.069	300	3,000
4	4,000	0.092	400	4,000
5	5,000	0.115	500	5,000
6	6,000	0.138	600	6,000
7	7,000	0.161	700	7,000
8	8,000	0.184	800	8,000
9	9,000	0.207	900	9,000
10	10,000	0.230	1,000	10,000

Hongkong, 11th December, 1900. 1832

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, TSINGTAU, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BÜLOW,"
Captain F. Prosch, will leave for the above places on WEDNESDAY, the 15th instant.

For further particulars, apply to
NORDEUTSCHER LLOYD,
MELOHRS & Co.,
General Agents.
Hongkong, 11th December, 1900. 1833

Saigon/Hongkong.—Against all expectations

Saigon has come to the front with inquiries for prompt loading. This may be explained by the new crop coming on the market earlier than expected, and in consequence millers are desirous to clear the old stock as soon as possible. The few regular liners in position being inadequate to meet the sudden demand, rates have consequently jumped from 9 cents to 14 cents, but even at this figure no outside tonnage has been procurable up to the time of writing, as same does not allow vessels to proceed from here to the loading port in ballast with any profit to owners.

The spring's prospects continue to be judged favourably, however, nothing as yet has been done in the way of chartering for consecutive trips for forward loading, commencing second half January/February, on account of the holding back on the part of owners.

Saigon/Singapore.—The lower price of grain ruling has led to several fixtures at fairly good rates, s.s. *Taiwan* 35,000 piculs at \$5,000; s.s. *Nord* 25,000 piculs \$3,500 and s.s. *Dorra* 22,230 piculs at \$3,750 lump sum, all in Saigon currency.

Further orders in the market have not met with any response on account of scarcity of suitable tonnage.

Saigon/Philippines.—Only one fixture has transpired on basis of 21 cents to Manila.

Saigon/Java.—Nothing has been done locally since last reported, market all round being firmer, owners are holding out for higher rates. Dalny and Cheloo to Canton.—After the closing of the port of Newchwang, importers of beans have had inducement to take up a couple of boats for Canton, viz. s.s. *Michael* *Jebon* 25,000 piculs at 25 cents, and a smaller boat, the *Provincetown* 22,000 piculs, from Dalny only, at 25 cents per picul.

Concerning Yangtze river freights, a few charters also have been arranged in Shanghai from Wuhu to Canton at 19 candareens and Wuhu/Chongking to Swatow at 20 candareens, liners' terms.

For cattle trade the s.s. *Tungus* has been chartered at \$5,500 lump sum for a trip Pheum-pooh to Manila.

Coal freights are very steady and tonnage difficult to obtain. There have been fixtures Molt to Hongkong \$1.55, and \$1.80, Kuchl-noton/Hongkong \$1.90, Hongkong/Shanghai P.T., Hongkong/Chongking \$2.25, and Labuan/Singapore \$1.75, str.O.

Sail Tonnage Loading or to Load.—For Baltimore and New York.—British ship *Jade*, 2,652 tons reg., arrived 11th September. British ship *Lynahorn*, 2,311 tons, arrived 15th September.

Sail Tonnage Disengaged.—None.

Departure of Sailers.—None.

Today's Advertisements.

NOTICE.

MR. P. THOMAS having been appointed
AGENT for the MESSAGERIES
MARITIMES and the CHARGEURS
REUNIS at Hongkong, takes charge of the
above Companies' Agency from this date.
Hongkong, 11th December, 1900. 1837

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that JOHANN ABRAHAM VON WÜLFING, of 12, Chancery Street, London, W.C., England; Manufacturing Chemist, has on the 23rd day of November, 1900, applied for the registration in Hongkong in the Register of Trade Marks, of the following Trade Mark:—

The word
"SANATOGEN,"

in the name of JOHANN ABRAHAM VON WÜLFING, who claims to be the sole proprietor thereof.

The Trade Mark has been used by the Applicant in respect of the following goods:—

Chemical Substances Prepared for Use in Medicine and Pharmacy, in Class 3.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 9th day of December, 1900.

J. A. VON WÜLFING.
82 JOHANN ABRAHAM VON WÜLFING.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"

Captain R. Hayes, will be despatched as above about 19th January.

See Special Advertisement.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th December, 1900. 1839

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARDIGANSHIRE,"

Captain W. O. Tyers, will be despatched as above about 19th January.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th December, 1900. 1839

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, hence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of December, at 9.30 A.M.

All claims must reach us before the 21st of December, 1900, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD

MELOHRS & Co.,

General Agents.

Hongkong, 10th December, 1900. 1839

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 15th August, 1900. 1839

"Worth having"



THE BEST "SCOTCH"

Perfection

WHISKY

SOLE AGENTS—
H. PRICE & CO., LD.
PROPRIETORS.
D. & J. McCALLUM, EDINBURGH.

As there are other Brands of Perfection Whisky on the market, please see that you get M'CALLUM'S PERFECTION WHISKY.

H. PRICE & CO. LD.,

WINE MERCHANTS,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS' YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 20TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 15TH.
"MONTEAGLE" TUESDAY, FEB. 13TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 12ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 20TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways. Via Canadian Atlantic Port 43. Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via SWATOW	"KWONGSANG"	TUESDAY, 14th Dec., Noon.
SHANGHAI	"WINGSANG"	TUESDAY, 14th Dec., 4 P.M.
SHANGHAI	"WOSANG"	THURSDAY, 16th Dec., 4 P.M.
Ma-ni-la	"YUENSANG"	FRIDAY, 17th Dec., 4 P.M.
ONEFOO & WEIHWAI	"CHIPSHING"	TUESDAY, 21st Dec., 4 P.M.
SINGAPORE, SAMARANG & SHYAWA	"FOOSHING"	TUESDAY, 21st Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	SUNDAY, 26th Dec., D'light.
SGAPORE, PENANG & CALUTTA	"NAMSANG"	THURSDAY, 6th Jan., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kutsumi," "Namsang" and "Fooshing" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo in through Bills of Lading to Yangtze Ports, Chafon, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 11th December, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI	"CHINHUA"	12th Dec., Daylight.
AMOI, MANILA, CEBU & ILOILO	"SUNGKIANG"	14th " Noon.
MANILA	"TAMING"	14th " 3 P.M.
SAMARANG & SOERABAYA	"HUICHOW"	14th " 4 P.M.
SHANGHAI	"CHENAN"	16th " Daylight.
SHANGHAI	"ANHUI"	19th " 3 P.M.
MANILA	"TEAN"	21st " 4 P.M.
SHANGHAI	"LINAN"	23rd " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	10th Jan., "

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chichow), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 25. Hongkong, 11th December, 1900.

HONGKONG—MANILA, CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Date.
"LAIRO"	1540	R. Rodger	MANILA	SATURDAY, 18th Dec., at Noon.
"RUBI"	1540	R. W. Almond	"	FRIDAY, 24th Dec., at 1 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO., General Managers.

Hongkong, 10th December, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR.

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU 5,000 tons gross. Sail 19th Dec., 1900, at D. light.

S.S. AMERICA MARU 5,000 " 5th Feb., 1901, at Noon.

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th November, 1900.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, with jet transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.
Do.	"SEATTLE MARU" Capt. T. Saio	6,182	FRIDAY, 21st Jan., 191, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOI.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 12th Dec., at 10 A.M.
HANGHAI via SWATOW, AMOI and FOCHOW.	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 16th Dec., at 8 A.M.
TAMSUI & SWATOW & AMOI.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 19th Dec., at 10 A.M.
T. KAO and ANPING via SWATOW and AMOI.	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 22nd Dec., at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th December, 1900.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"HIRANO MARU," Capt. H. Fraser, Tons 9000 "TANGO MARU," Capt. A. Christiansen, Tons 8000 "KAMO MARU," Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 22nd Dec., at Daylight. WEDNESDAY, 5th Jan., at Daylight. WEDNESDAY, 19th Jan., at Daylight.

VICTORIA, B.C., & SEATTLE ("Isabi Maru" leaving Hongkong 8th Jan. due Kobe 13th Jan., connects) AWA MARU, Capt. A. Keith, Tons 6500 WEDNESDAY, 19th Jan., From YOKOHAMA.

VICTORIA, B.C., & SEATTLE ("Nikko Maru" leaving Hongkong 19th Jan. due Kobe 25th, & Yokohama 27th Jan., connects) SANUKI MARU, Capt. K. Homma, Tons 6500 SATURDAY, 20th Jan., From KOBE.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE KUMANO MARU, Capt. M. Wacker, Tons 6000 FRIDAY, 24th Dec., at Noon. YAWATA MARU, Capt. T. Sekine, Tons 6000 FRIDAY, 24th Jan., at Noon.

NAGASAKI, KOBE and YOKOHAMA MISHIMA MARU, Capt. A. E. Moser, Tons 9000 THURSDAY, 16th Dec., at Noon. YAWATA MARU, Capt. T. Sekine, Tons 5000 WEDNESDAY, 22nd Dec., at Noon.

KOBE and YOKOHAMA TAMBA MARU, Capt. C. H. Butler, Tons 6500 SATURDAY, 25th Dec., at Daylight.

MOJI, KOBE & YOKOHAMA. AKI MARU, Capt. K. Sato, Tons 7000 WEDNESDAY, 24th Dec., at Noon.

SHANGHAI, MOJI AND KOBE. JOYLUO MARU, Capt. P. Pyno, Tons 6000 FRIDAY, 17th December.

BOMBAY, via SINGAPORE. BINGO MARU, Capt. G. C. Hurry, Tons 6500 THURSDAY, 16th December.

Fitted with new System of wireless telegraphy. * Cargo only. * Carries deck passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUBUMOTO.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON 285

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 10th November, 1900.

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NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above on THURSDAY, the 16th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 12th December, 1900.

[16]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
America	4,365	J. Boyd	22nd Dec., 1900
Superior	6,222	S. Shotton	19th Jan., 1901
Ossana	4,657	F. W. Davies	10th Feb., 1901
Kennicott	6,222	J. Mathie	10th March, 1901
America	4,365	J. Boyd	7th April, 1901

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 7th December, 1900.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain W. Barrett, will be despatched as above on or about 26th December.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 10th November, 1900.

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CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"KONG TUNG" Capt. H. W. WALKER.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

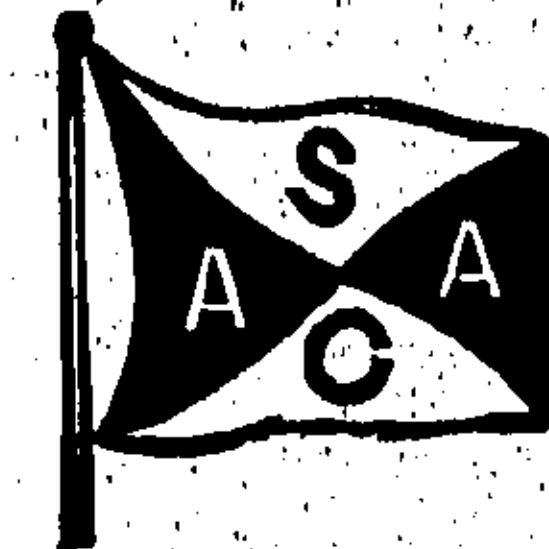
YUEN ON S.S. CO., LD., Agents.

SHU ON S.S. CO., LD., Agents.

No. 7, Queen's Road West, Hongkong, 10th Dec., 1900.

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HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

S.S. "INDRAMAYO" { WEDNESDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 11th December, 1900.

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FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belsito, will be despatched for the above Ports, on WEDNESDAY, the 15th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co's steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 9th December, 1900.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROJECTED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SHIMOSA" On 22nd Dec.

S.S. "BRAEMAR" On 28th Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 7th December, 1900.

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Intimations.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 19, DES VOGES ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom references can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Answer to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

15th May, 1899.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

—J. J. J. 11th August, 1900.

AN AFFAIR.

THE SUPERIORITY OF THE ITALIAN

CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE-WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Free Schools, who are taught by the Sisters.

A VANISHED EMPIRE.

SIR HUGH CLIFFORD LECTURES ON KAMBODIA.

A summary of the lecture delivered at Kandy by Sir Hugh Clifford, K.C., on the story of a vanished Empire, is set by the Kandy correspondent of the *Times of Ceylon*:-

Sir Hugh Clifford, who rose amid loud applause, said that after he lectured to them last year he took a short holiday to the French Colonies of Indo-China. When he visited the great ruins of Cambodia he had before him a picture of the story he had told his audience of the rise and fall of empires. He therefore thought he would be able to tell them something of interest about the Empire which the Brahmins had built up in Cambodia. He then explained the map with regard to the physical features and the situation of Cambodia, and said it was a French Protectorate governed by a King and aided by a large force of French officials. It was a very interesting country. The chief river was the Mekong. The country was very flat and subject to floods, and travelling was a matter of considerable difficulty.

The population was about one and a half millions—almost all Buddhists. The people were of a mixed race, and were a depressed look. They generally inhabited the banks of the Mekong, and had a somewhat amphibious character. The ancient history of Cambodia was one of the most remarkable. Some time about the beginning of the sixth century, about the end of the fifth, there was a great exodus from India. The lecturer here, with the aid of the map, pointed out the various steps in the advance of the Brahmins from India into Cambodia, where they constructed their Empire. Looking at the Cambodia of to-day one wondered why these people halted there. It might have been probably owing to the enormous area, which afforded them facilities for growing rice and owing to the large quantities of fish that were to be found in the fresh waters of Cambodia. All that remained to-day of the grandiose temples which had reared to their Hindu gods were charred fragments of timbers and tiles which showed the immense area they covered. The Brahmins, who were the rulers, built temples solely for the honour of their god. It was obvious that the Brahmins—the brains of the kingdom—were objects of worship. He next described a voyage to Angkor.

GRAND EMPIRES.

He entered into a description of the grand temples at Angkor, which he said were forty in number and were still covered with carvings, the delicacy and fineness of which were not to be found in the more recent carvings. The area covered by the temples, which was something like 200 acres, was so overgrown with vegetation that it presented a veritable labyrinth, and, if one ventured into this labyrinth unaccompanied by native guides he would lose himself, and the chances of escape were very remote. Besides the beauty of the carvings which were in bas-relief, the visitor noticed an extraordinary wealth of design. The idea of the Brahmins in their architecture was to depict immense hosts of Brahmas, and there were no less than 212 such heads, and these were carved out of a number of different stones all arranged in line. The original idea of the head of Brahma attempted to be depicted in these carvings was, however, like the meditative face of Buddha.

Now one saw that these stones had been slightly separated from one another, and instead of the sublimely meditative face one beheld a number of gigantic grinning faces. He could assure them there could be no sight so appalling. At Angkor was to be found the chief work the Brahmins had erected representative of their achievements in architecture. This magnificent piece of architecture was, according to a Chinese chronicler—the earliest record available—approaching completion in 1209. The speaker described in detail the splendour and vastness of this temple. He also referred to the enormous corridors that were to be found there. The bas-reliefs on the walls, which extended to a considerable distance, depicted pictures, such as the coming of the Brahmins, their army at the battle and move, battles fought, &c., and many of the legends of Hindu mythology.

BRAHMIN LABOUR.

These grand temples were to-day no longer the shrines of Hindu gods, but of the Buddhists. The Brahmins lost their empire after some 700, or 800 years. The Modern Siamese sweeping down from Siam and Burma. When the Siamese fell upon the Brahmins, the long debt which they had incurred (for the Brahmins were held by the people in such reverence and worshipped even as gods) was paid in full. For as soon as the people of the country realised that they had been duped, as soon as they realised they were serving not gods but men, suddenly they revolted and the whole of the Brahmin race was practically annihilated. What they could trace in the work of the Brahmins very conspicuously was a gradual growth of the grandeur of their architecture. One who made this a matter of study would feel as if a kind of madness possessed the Brahmins. They would appear to have a frantic desire to propitiate the gods on their behalf. They considered no labour arduous which they spent in the work of erecting and ornamenting these temples as sufficient atonement for the long tyranny they had observed. The immense amount of labour required for the construction of the temple at Angkor—almost superhuman in itself—staggered imagination. To-day in all Cambodia they would only find a small knot of underbred people, for high caste Brahmins had inter-married with other classes. Next to this the sword of India was the only relic which had been left of the Brahmin race, and the empire built on its principles. The speaker had the opportunity of seeing this wonderful sword, which was only partly exposed for view, viz. a tiny, tiny blade, and the people had to fall on their knees to see it. To the fulsome of time in spite of all attempts made the Brahmins ceased to exist. There was one other trace of the Brahmins—just one—which was the most

pathetic of all. He had the privilege to witness a dance in the palace of the King of Cambodia. For four hours he sat and watched the dance of the women. It was a magnificent dance. The crown in that dance, the one whom every one stepped upon, the one who was knocked about, and the object of derision, the speaker was informed, was the only trace of the once proud rulers of Cambodia and he was called Prom.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	19 3/16
Do. demand	19 1/16
Do. 4 months' sight	19 7/16
France—Bank T.T.	22 1/2
Germany—Bank T.T.	43 1/2
India T.T.	18 1/2
Do. demand	18 1/2
Shanghai—Bank T.T.	75
Singapore—Bank T.T. per H.K.	500
Japan—Bank T.T.	86 1/2
Java—Bank T.T.	106 1/2
Buying.	
4 months' sight L/O.	19 1/16
6 months' sight L/O.	19 1/16
30 days' sight San Francisco & New York	44
4 months' sight do.	45 1/2
30 days' sight Sydney & Melbourne	10 1/2
4 months' sight France	22 1/2
6 months' sight do.	23 1/2
4 months' sight Germany	43 1/2
Bar Silver	24
Bank of England rate	4 1/2
Sovereign	11 1/2

SHIPPING AND MAILES.

MAILS DUE	
German (<i>Bulow</i>) 16th inst.	
Indian (<i>Catherine Apcar</i>) 17th inst.	
Indian (<i>Kulung</i>) 22nd inst.	
The <i>S.S. Zafro</i> left Manila on 11th inst., and is due here on 13th inst., at 4 p.m.	
The <i>Apcar</i> Co.'s <i>Catherine Apcar</i> from Calcutta left Singapore yesterday, and may be expected here on 17th inst.	
The <i>N.Y.K.</i> <i>Ceylon Maru</i> , Bombay Line, left Singapore for this port on 8th inst., and is expected here on 15th inst.	
The <i>N.Y.K.</i> <i>Mishima Maru</i> , European Line, left Singapore for this port on 9th inst., and is expected here on 15th inst.	
The <i>N.Y.K.</i> <i>Yawata Maru</i> , Australian Line, left Thursday Island for this port via Manila on 10th inst., and is expected here on 21st inst.	
The <i>N.Y.K.</i> <i>Bingo Maru</i> , Bombay Line, left Kobe for this port via Moji and Shanghai on 7th inst., and is expected here on 16th inst.	
The <i>P.M.S.S.</i> <i>Co's S.S. Manchuria</i> sails from Yokohama on 11th inst., en route to Hongkong via Nagasaki and Manila, and is due to arrive at this port on 23rd inst.	
The Imperial German Mail <i>S.S. Bulow</i> carrying the German Mails with dates from Berlin of the 17th ult., left Singapore yesterday, at 6 p.m., and may be expected here on 15th inst., at noon.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:-
On the 11th at 12.05 a.m.—The barometer has fallen over China, particularly on the E. coast, and probably a depression is developing over the Lower Yangtze.
Pressure remains low over the Pacific to the N.E. of Japan, and a further fall of the mercury has taken place over Hokkaido.
Pressure is still high over N. China.
Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.
1.—Hongkong and Neighbourhood, N.E. winds, moderate or fresh; fair.
2.—Formosa Channel, same as No. 1.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.	
Prinz Sigismund, Ger. s.s., 3,300, D. Leob, 10th Dec.,—Sydney 18th Nov., and Manila 8th Dec., Gen.—M. & Co.	
Chowfa, Ger. s.s., 1,055, F. Schmetz, 10th Dec.,—Hobow 9th Dec., Rice and Wood.—B. & S.	
Knaiberg, Ger. s.s., 614, A. Niejahr, 10th Dec.,—Haiphong and Hoibow 8th Dec., Rice and Gen.—J. & Co.	
Obolsing, Ger. s.s., 1,241, J. Bruhn, 10th Dec.,—Bangkok 27th Nov., Rice and Timber.—B. & S.	
Fri, Nor. s.s., 850, C. Wagle, 10th Dec.,—Haiphong 8th Dec., Rice.—Aagaard, Thorsen & Co.	
Signal, Ger. s.s., 907, G. Schalkier, 10th Dec.,—Hoibow 9th Dec., Gen.—J. & Co.	
Hanyang, Br. s.s., 1,207, Trowbridge, 10th Dec.,—Canton 9th Dec., Gen.—B. & S.	
Sungking, Br. s.s., 987, W. Shano, 10th Dec.,—Hollo 1st Dec., Sugar.—B. & S.	
Onsang, Br. s.s., 1,787, E. S. Woolley, 10th Dec.,—Java 29th Dec., Sugar.—J. M. & Co.	
Ichih, Ital. s.s., 2,487, G. Balisto, 11th Dec.,—Bombay 17th Nov., and Singapore 2nd Dec., Gen.—C. & Co.	
Chensan, Br. s.s., 1,300, Jones, 11th Dec.,—Canton 10th Dec., Gen.—B. & S.	
Clara Jensen, Ger. s.s., 1,103, J. Bendixen, 11th Dec.,—Canton 10th Dec., Gen.—J. & Co.	

Clearance at the Harbour Office.
Clara Jensen, for Hongkong.
Lofang, for Singapore.
Hot Foot, for Kwong-chow-wan.
Wakamatsu Maru, for Wakamatsu.
Chikama, for Shanghai.
Hainan, for Swatow.
Baru Maru, for Moji.
Prinz Sigismund, for Yokohama.
Tjiki, for Kobe.
Kubura Maru, for Kobe.
Benidai, for Nagasaki.
Dafin Maru, for Swatow.
Carl Dietrichsen, for Haiphong.
Kungwei, for Shanghai.
Chikama, for Shanghai.
Hot Foot, for Haiphong.

Departures.	
Dec. 11.	
<i>Himalaya</i> , for Europe.	
<i>Yokohama Maru</i> , for Shanghai.	
<i>Yokohama Maru</i> , for Japan.	
<i>Chikama</i> , for Amoy.	
<i>Hot Foot</i> , for Haiphong.	
<i>Yokohama Maru</i> , for Pakhoi.	
<i>Swatow</i> , for Canton.	
<i>Liachow</i> , for Canton.	
<i>Wongang</i> , for Canton.	
<i>Lofang</i> , for Canton.	
<i>Kungwei</i> , for Shanghai.	
<i>Clara Jensen</i> , for Hongkong.	

Passengers arrived.
Per *Chowfa*, from Hoibow.—N. D. L. Director Leob, Mr. Cross, Consul Jenkins, and 73 Chinese.
Per *Prinz Sigismund*, for Hongkong from Sydney.—Mrs. G. W. Reichmann, Mr. S. Kelly and family, Mr. R. Barrow, Registrar, Sturckhardt, Rev. H. Davies, So Jack, Ah Doo, Lum Kun, Hop Lee, Tung Lock, Ah Yee, Yan Dun and Ah Fat. From Simpsonhafen.—Mr. Wocke, and 13 Chinese. From Friedr. Wilhelmshafen.—3 Chinese. From Yap.—Mr. Weber, and 1 Chinese. From Manila.—Miss S. G. Holmes, Messrs. Alvarez, Corcuera, L. G. Jolly, Mr. and Mrs. Feller, 2 children and servant, Mrs. S. E. Graham, Mr. W. M. Brown, Col. W. M. Ridpath, Mr. and Mrs. R. S. Mar, Judge C. B. Dreming, Mr. I. de, Mr. and Mrs. Mar, and Mr. E. Chambers, Mr. and Mrs. F. Smith, Mr. H. I. Rosecrance, Mr. and Mrs. I. P. Buena, Messrs. C. Raut, R. Dufur, Messrs. Peck and maid.
Per *Ichih*, from Singapore.—3 Europeans, 900 Chinese, and 1 Japanese.

Passengers departed.
Per *Nippon Maru*, for San Francisco.—Miss O. Scattergood, Mrs. L. R. Sargent, Miss A. C. Kelley, Mr. G. H. Madhurst, Mr. and Mrs. H. G. Wenden, Messrs. J. J. Hunt, Fred. A. Thompson, H. E. General Sir Joaquim J. Machado, Capt. Norton, Miss M. Burford, Lieut. G. W. Dearmond, U.S.A., Messrs. E. H. Burch, J. A. Quin, Wong Ping Pit, Wong Ping Yau, John R. Reid, Mrs. K. Matada and 3 children, Mr. G. R. Chaboli, Dr. T. Vail, Mrs. J. G. Reid, Dr. L. T. Newber, Messrs. G. G. Abrahamson, C. Smith, Eric T. Jader, V. G. Husey and Albert Kopp.
Per *Himalaya*, for Bombay.—Lieut. Jones and servant, Messrs. C. R. Reynard, G. B. Perkins, Mr. and Mrs. de Cruz, Miss (G) Peck, and maid (Miss Harris), Dr. Bruchetti, Messrs. W. Reginald, W. W. Keewall, Miss B. Marston, Mr. W. Bow, Mrs. F. Little, Messrs. Rudolph Peracore, Edward Keem, Pedro Silva Junior, Mrs. Arthur M. Dodge, Mrs. G. Dodge, Mr. and Mrs. P. B. Gifford, Rev. and Mrs. A. J. Tuttle, child and infant, Consul Civate, Mr. A. Hocking, Miss L. B. Woolley, Col. W. C. Lemert, Mrs. Blanche Lemert Wise, Mr. and Mrs. G. H. Lane, Miss Lene, Messrs. K. A. Bural, E. A. Tyebkham, Mr. J. O. Hinchinson, L. T. F. M. Lord Brooke, Mr. O. G. Lady Brooke and maid, Mr. and Mrs. Kennedy, Mrs. Yuen Chai Kong, Duobay, S. T. Choh, Dr. Aram, Miss Reag, Messrs. Graham, Haggis, P. A. Cor, Mr. and Mrs. Reid, Messrs. L. Plummer, H. J. Norris, Misses (2) Wall, Mr. and Mrs. Helms, Mr. Shaw Heller, Mr. and Mrs. Cottell-Dormer, Messrs. Westenholme, Koh, C. Leach and Heintze.

VESSELS IN PORT.

Steamers.	
Bauri Maru, Jap. s.s., 2,309, J. Yamaneke, 10th Dec.,—Moji 4th Dec., Coal.—M. B. K.	
Benidai, Br. s.s., 1,009, Webster, 10th Dec.,—Singapore 2nd Dec., Gen.—G. L. & Co.	
Chikama, Br. s.s., 1,138, J. Brown, 8th Dec.,—Canton 7th Dec., Coal.—B. & S.	
Dafin Maru, Jap. s.s., 900, V. Kaburaki, 8th Dec.,—Swatow 7th Dec., Camphor and Tea.—O. S. K.	
Dafin Maru, Jap. s.s., 1,735, Kobayashi, 9th Dec.,—Wakamatsu 4th Dec., Coal.—M. B. K.	
Dakotah, Br. s.s., 2,193, W. A. Ross, 6th Dec.,—San Francisco and Swatow 15th Dec., Kerosine.—S. O. Co.	
Empress of Japan, Br. s.s., 3,039, H. Pybus, R.M.S., 9th Dec.,—Vancouver 18th Nov., and Shanghai 7th Dec., Mails and Gen.—C. P. R. Co.	
Fukuro Maru, Jap. s.s., 1,946, S. Kumawaki, 8th Dec.,—Moji 3rd Dec., Coal.—M. B. K.	
Halmun, Br. s.s., 616, J. W. Evans, 10th Dec.,—Swatow 9th Dec., Coal.—D. I. & Co.	
Maandasa Maru, Jap. s.s., 1,747, K. Shimidzu, 7th Dec.,—Moji 2nd Dec., Coal.—M. B. K.	
Manabu Maru, Jap. s.s., 3,254, H. Nishi, 10th Dec.,—Moji 4th Dec., Gen.—T. K. K.	
Protea, Nor. s.s., 1,024, C. Miller, 10th Dec.,—Bangkok and Swatow 27th Nov., Gen.—Aagaard, Thorsen & Co.	
Quanta, Ger. s.s., 1,146, H. Madsen, 8th Dec.,—from Java, Sugar.—J. C. J. L.	
Samsen, Ger. s.s., 998, R. Petersen, 7th Dec.,—Bangkok via Swatow 25th Nov., Rice and Teakwood.—B. & S.	
Shakano Maru, Jap. s.s., 3,064, K. Nagata, 10th Dec.,—Katsuta 4th Dec., Coal.—Ataka & Co.	
Shantung, Br. s.s., 1,356, Robinson, 8th Dec.,—Sam rang 25th Nov., Sugar.—B. & S.	
Siberia, Am. s.s., 5,655, A. Zeeder, 6th Dec.,—San Francisco 9th Nov., and Manila 3rd Dec., Mails and Gen.—P. M. S. S. Co.	
Tacoma Maru, Jap. s.s., 3,830, H. Yamamoto, 9th Dec.,—Shanghai 6th Dec., Flour and Gen.—O. S. K.	
Taming, Br. s.s., 1,350, G. H. Pennefather, 10th Dec.,—Manila 7th Dec., Gen.—B. & S.	
Telchick, Br. s.s., 1,340, G. Edwards, 6th Dec.,—Bangkok 25th Nov., Rice and Gen.—Y. Chinese.	
Tjiki, Dut. s.s., 2,888, H. Koops, 3rd Dec.,—Batavia 2nd Nov., Gen.—J. O. J. L.	
Tjipansa, Dut. s.s., 2,444, J. B. v. Damme, Jalint, 10th Dec.,—Macassar 1st Dec., Sugar and Gen.—J. C. J. L.	
Wakamatsu Maru, Jap. s.s., 2,778, U. Aikawa, 6th Dec.,—Wakamatsu (Japan) 1st Dec., Coal.—M. B. K. G. K.	

SAILING VESSELS.
Comet Br. barque, 2,800, W. J. Davis, 18th Nov.,—from New York, Petroleum.—S. O. Co.
Juloopola, Br. 4-masted barque, 2,651, F. Down, 14th Oct.,—Canton 13th Oct., Ballast.—S. O. Co.
Lyndhurst, Br. ship, 2,244, Parnell, 16th Oct.,—Canton 13th Oct., Ballast.—S. O. Co.

DUCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
H.M.F.M.S. <i>Raisala</i> at Kowloon Dock.	
<i>Amelia</i> " "	
H.M.S. <i>Virago</i> " "	
<i>Hilary</i> " "	
H.M.S. <i>Fame</i> " "	
H.M.S. <i>Taku</i> " "	
<i>Protestor</i> " "	
Tjiki " "	
TAIKOO DOCKS.	
Port Gunboat <i>Macau</i> , at Quarry Bay Docks.	
<i>Siberia</i> " "	

Vessels Reported.	
Vessels	From
Anhui	Shanghai
Eastern	Manila
Japan	Moji
Katana	Singapore
Scandia	Singapore
Human	Shanghai
Shikida	Manila
Zafro	Shanghai
China	Manila
Bulow	Singapore
Ceylon Maru	Singapore
Mishima Maru	Singapore
Bingo Maru	Japan
Kueichow	Tientsin
Catherine Apcar	Singapore
Kobe	Kobe
Ceylon Maru	Bombay
Yawata Maru	Thursday I.N.Y.K.
Kungwei	Calcutta
Manchuria	Japan
Siam	Port Said

Ships Passed The Canal.

16th November—*Melnam*, *Imverush*, *Katana*, *Scandia*, *Seneca*, *Cathay*, 15th November—*Ceylon*, *Glanau*, *Mishima Maru*, *Laureis*, *Sydney*, *Syria*, *Mamoon*, *Miyaki Maru*, 23rd November—*Shikida*, *Benidai*, *Bulow*, *Siberia*, *Shikida*, *Schuytli*, *Titan*, 26th November—*Syria*, *Nippon*, *Yokohama*, *Yamato*, 30th November—*Brasilia*, *Albana*, *Glanau*, *Glanau*, *Glanau*, 3rd December—*Tranquabar*, *Voronezh*, *Antenor*, *S. George*, *Samara*, *Sumatra*, *Tonara*, *Thetis*, 7th December—*Durghat*, *Banovitch*, *Carnarvon*, *Liberty*, *Primo*, 10th December—*Indrauma*, *Princess Alice*, *Nova*.

Arrivals at Home—16th November—*Macchau*, *Drumalund*, *Spasia*, *Yedus*, 19th November—*Luzon*, *Kanagawa Maru*, *Glanau*, *Montrose*, 22nd November—*Nile*, 23rd November—*Melnam*, 26th November—*Miyaki Maru*, *Aravonia*, *Indrauma*, *Sydney*, *Hudson*, 30th November—*Nippon*, *Siberia*, *Glanau*, 3rd December—*P.R. Luitpold*, *Titan*, *C. Ford*, *Zeis*, 6th December—*Ceylon*, 7th December—*Cathay*, *Banovitch*, *Yokohama*, 10th December—*Glanau*, *Indrauma*, *Nicomedia*, *Tonara*.

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.
Mails from Europe via Siberia—
Date of Despatch Date due in Vessel.
from London Hongkong
14th November 14th instant *Nora*

A Mail will clear for—
Swatow—Per *Halmun*, 12th Dec., 9 A.M.
Swatow, Amoy and Tamsui—Per *Dafin Maru*, 12th Dec., 9 A.M.
Singapore, Penang and Bombay—Per *Ichih*, 13th Dec., 11 A.M.
Macao—Per *Sui Tai*, 13th Dec., 11 P.M.
Swatow and Deli—Per *Signal*, 13th Dec., 5 P.M.

Swatow, Amoy and Foochow—Per <i>Halmun</i> , 14th Dec., 9 A.M.	
Swatow and Shanghai—Per <i>Kwonggang</i> , 14th Dec., 11 A.M.	
Saigon—Per <i>Quarta</i> , 14th Dec., 11 A.M.	
Saigon, Manila, Cebu and Iloilo—Per <i>Sungking</i> , 15th Dec., 11 A.M.	
Macao—Per <i>Sui Tai</i> , 14th Dec., 11 P.M.	
Manila—Per <i>Taming</i> , 14th Dec., 3 P.M.	
Shanghai—Per <i>Wingang</i> , 14th Dec., 3 P.M.	
Samarang and Sourabaya—Per <i>Hutchow</i> , 14th Dec., 3 P.M.	
Shanghai, Yokohama, Kobe and Moji—Per <i>Gregory Apcar</i> , 15th Dec., 10 A.M.	
Katana, Cebu, India, via Tutcoria—Per <i>Prinz Ludwig</i> , 15th Dec., 11 A.M.	
Macao—Per <i>Sui Tai</i> , 15th Dec., 11 P.M.	
Macao—Per <i>Sui Tai</i> , 15th Dec., 11 P.M.	
Shanghai—Per <i>Wingang</i> , 16th Dec., 3 P.M.	
Shanghai—Per <i>Chenau</i> , 16th Dec., 3 P.M.	
Swatow, Amoy and Foochow—Per <i>Halmun</i> , 17th Dec., 9 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (via Siberian Mail to Europe)—Per <i>Siberia</i> , 17th Dec., 11 A.M.	
Macao—Per <i>Sui Tai</i> , 17th Dec., 11 P.M.	
Manila—Per <i>Yamato</i> , 17th Dec., 3 P.M.	
Moji, Kobe, Yokohama and Tacoma—Per <i>Tacoma Maru</i> , 17th Dec., 3 P.M.	
Shanghai, Nagasaki, Kobe and Yokohama—Per <i>Fukuro Maru</i> , 17th Dec., 3 P.M.	
Manila—Per <i>Zafro</i> , 18th Dec., 11 A.M.	
Moji, Kobe, Yokohama, Honolulu, Iloilo, Cebu, Salina Cruz and Mazatlan—Per <i>Shikida Maru</i> , 18th Dec., 5 P.M.	
SHANGHAI TO SINGAPORE MALL TO	
Europe—Per <i>Amaki</i> , 18th Dec., 3 P.M.	
Batavia, Samarang and Sourabaya—Per <i>Tjiki</i> , 21st Dec., 10 A.M.	
Europe, Cebu, India, via Tutcoria—Per <i>Tonika</i> , 21st Dec., 11 A.M.	
Manila—Per <i>Tai</i> , 21st Dec., 2 P.M.	
Singapore, Penang and Colombo—Per <i>Hiroko Maru</i> , 21st Dec., 5 P.M.	
Nagasaki, Kobe and Yokohama—Per <i>Yawata Maru</i> , 22nd Dec., 11 A.M.	
Shanghai—Per <i>Limu</i> , 23rd Dec., 3 P.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per <i>Kumano Maru</i> , 24th Dec., 10 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco via Siberian Mail to Europe—Per <i>China</i> , 24th Dec., 11 A.M.	
Manila—Per <i>Rubi</i> , 24th Dec., 4 P.M.	
Shanghai, Yokohama, Kobe and Moji—Per <i>Kwonggang</i> , 25th Dec., 9 A.M.	
Manila, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshoek, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per <i>Prinz Sigismund</i> , 30th Dec., 5 P.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per <i>Manchuria</i> , 31st Dec., 11 A.M.	

HONGKONG TIDE TABLE.	
From December 11th to 17th, 1909.	
HIGH WATER.	
Hour	Height
11	11.10
12	11.10
1	11.10
2	11.10
3	11.10
4	11.10
5	11.10
6	11.10
7	11.10
8	11.10
9	11.10
10	11.10
11	11.10
12	11.10
1	11.10
2	11.10
3	11.10
4	11.10
5	11.10
6	11.10
7	11.10
8	11.10
9	11.10
10	11.10

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

ST CKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,001,819	Interim of 1/2 for account 1900 @ ex 1/91 = \$11.72	4 % \$997 sellers London 592
National Bank of China, Limited	99,935	7	6	\$4,000 \$5,000	\$30,552	\$2 (London 3/6) for 1903	565 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$250,000 \$100,000	none	\$10 for 1908	7 % \$150 sales
North China Insurance Company, Limited	10,000	15	15	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 160,512	Interim of 7/6 for 1908	51 % Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$198,448 \$105,249 \$682,609	\$2,464,921	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	51 % \$890 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,264	\$7,767	\$12 and bonus \$3 for 1907	7 % \$225 sales
FIRE.							
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$435,668 \$338,802	\$375,341	\$6 and bonus \$2 for 1907	7 % \$118 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,431,772	1,668,711	\$27 for 1907	7 1/2 % \$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$330,000 \$100,000	\$1,035	\$1 for 1906	88 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$350,000 \$617,100 \$119,167 \$22,045	Nil.	2 1/2 for year ending 30.6.1908	\$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$210,000 \$43,755	\$21,790	Interim of \$14 for account 1900	7 1/2 % \$304 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$1,000,000 \$43,755	\$13,755	6 1/2 for 1907 on Preference shares only @ ex 1/9 11/6 = \$3.154	560 buyers
Do. (Deferred)	60,000	15	15	\$1,000,000 \$43,755	\$13,755	Final of 1/2 for 1908 and interim of 1/2 for a/c 1909	68 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	\$1,000,000 \$165,000 \$48,480	\$63,817	\$1.00 for year ending 10.4.1909	4 % \$26 buyers 3 1/2 % \$14
"Star" Ferry Company, Limited	10,000	\$10	\$5		\$1,121		
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$550,000 \$56,848	Dr. \$1,58	\$5 for year ending 31.12.08	31 % \$160 sellers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$12,891	\$3 for 1897	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6 02	Tls. 10 for year ending 31.12.09	Tls. 345 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$175,000 \$12,285	Dr. 1 43	Final of 1/6 making 3/4 for 1909	7 % Tls. 19.30 sales
Raub Australian Gold Mining Company, Limited	150,000	1	18 1/2	\$4 781	Dr. 1,212	No. 12 of 1/4 = 48 cents	\$74 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$18,938	Dr. \$7,411	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$550,000 \$20,800 \$40,000 \$38,442	\$10,108	None	56 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$227,000	\$345,122	Interim of \$14 for account 1909	52 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6.26	Final of Tls. 21 for year ending 30.4.09	61 % Tls. 77 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 607,257 Tls. 50,000 Tls. 121,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 30.3.09	51 % Tls. 105 buyer \$47 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$1,000	\$2,641	\$1.20 on old and 60 cents on first new issue	\$75 sales
Hongkong Hotel Company, Limited	12,000	\$5	\$25	\$648,973	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$43 new b. \$102 buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$10	\$10	\$250,000 \$24,171 \$48,480	\$26,475	Interim of 3/4 for account 1909	58 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$184,171	\$5,486	60 cents for 1908	7 1/2 % \$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$278	\$1 1/4 for 1908	5 %
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,528,043	Tls. 142,404	Interim of Tls. 3 for account 1909	61 % Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 100,000	\$1,968	Interim of \$2 for account 1909	81 % \$44 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 200,000	Tls. 12,991	Tls. 11 for year ending 31.10.09	31 % Tls. 134 buyers
Hongkong Cotton Spinning and Weaving Co., Ltd.	25,000	\$10	\$10	Tls. 40,098	\$9,553	50 cents for year ending 31.7.08	\$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06	Tls. 75
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,820	Tls. 4 for 1908	Tls. 105
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 31,731	Tls. 15,012	Tls. 5 for 1906	Tls. 140
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,100 \$10,000	\$618	15 % per share for 1908	\$10
China-Borneo Company, Limited	50,000	\$12	\$12	\$40,000	Nil.	50 cents for 1908	\$12 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	\$40,000	Nil.	50 cents for year ended 28.2.05	\$6 buyers
Do. special shares	125,000	\$1	\$1	none	\$61,138	80 cents for 1908	\$91 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$700,000	\$1,407	\$1.0 for year ending 31.7.09	\$16 1/2 sellers
Daily Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$1,89	Interim of 35 cents for account 1909	\$7 1/2 sa. and s.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$5,000	\$3,756	8 cents for year ending 31.12.08	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$670	\$1 a d bonus 10 cts. for year ending 29.2.09	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$5195	Interim of \$1 for account 1909	\$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	\$616	Interim of \$1 for account 1909	\$121 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$250,000 \$20,000	\$8790	Tsuid of quarterly of Tls. 11 1/2 for account 1909	Tls. 780 buyers
Maatschappij tot Exploitatie van Landbouwen- plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	\$131 \$140
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000	\$1,204	None	\$91 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Ps. 18,640	Final Tls. 5 making Tls. 8 for 1908	Tls. 117 1/2 buyers
Philippine Company, Limited	75,000	\$0	\$20	none	Ps. 18,640	None	\$23 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	40 cents for year ending 31.5.09	\$23
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	60 cents for year ending 31.12.08	7 % \$101 sales
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$172	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$121 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$342	Final of 30 cts. for 1908	6 1/2 % \$74 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$3 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$5,000	\$2,613	Interim of 12 1/2 % for account 1909	14 1/2 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$781	20 % interim for 1909	57 1/2 sales
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	none	none	2 1/2 for 1909	26 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	\$1 1/2	\$10	none	\$7,400	None	24 1/2 buyers
Castlefield Rubber Estate, Limited	34,050	\$1 1/2	\$10	none	\$11,105	None	24 1/2 buyers
Danassara (Siam) Rubber Co.	110,000	\$1 1/2	\$10	none	\$2,320	None	24 1/2 buyers
Goldend Malay Rubber Co.	8,000	\$1 1/2	\$10	none	none	None	24 1/2 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	18,454	\$1 1/2	\$10	none	none	None	24 1/2 buyers
do. do. (contributory)	123,544	\$1 1/2	\$10	none	none	None	24 1/2 buyers
Kampong (Para) Rubber Fin & Co.	(950,000)	\$1 1/2	\$10	none	\$8,784	None	24 1/2 buyers
do. do. A shares	105,000	\$1 1/2	\$10	none	none	None	24 1/2 buyers
do. do. B shares	105,000	\$1 1/2	\$10	none	none	None	24 1/2 buyers
Kuala Lumpur Rubber Co., Limited	180,000	\$1 1/2	\$10	none	none	None	24 1/2 buyers
Linggi Plantations, Limited (ordinary)	900,000	\$1 1/2	\$10	none	none	None	24 1/2 buyers
do. do. (7 1/2 % pref.)	10,000	\$1 1/2	\$10	none	1,820	3 1/2 for year ending 31.6.08	24 1/2 buyers
Regalia Rubber Company, Limited (ordinary)	22,500	\$1 1/2	\$10	none	none	Interim of 40 % = 90 cts. for account 1909	24 1/2 buyers
do. do. (8 % pref.)	2,500	\$10	\$10	none	none	7 1/2 for year 1908	24 1/2 buyers
Ledbury Rubber Estate, Limited	6,000	\$10	\$10	none	\$6,222	15 % for year ending 31.12.08	24 1/2 buyers
do. do. (contributory)	40,000	\$1 1/2	\$10	none	none	None	24 1/2 buyers
Sage Rubber Company, Limited	20,000	\$1 1/2	\$10	none	none	None	24 1/2 buyers
Sandcroft Rubber Company	1,000	\$1 1/2	\$10	none	none	Interim of 30 % = 90 cts. for 1909	24 1/2 buyers
Sekong Rubber Company, Limited	80,000	\$1 1/2	\$10	none	none	None	24 1/2 buyers
Shelford Rubber Estate, Limited	65,000	\$1 1/2	\$10	none	\$1,475	3 1/2 for 1908	24 1/2 buyers
Singapore & Johore Rubber Company, Limited	2,500	\$1 1/2	\$10	none	none	None	24 1/2 buyers
Sungei Choh Rubber Estate Company, Limited	45,000	\$100	\$100	none	none	None	24 1/2 buyers
Sungei Kapar Rubber Company	110,000	\$1 1/2	\$10	none	none	8 1/2 interim for 1909	24 1/2 buyers

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Hongkong, 1st August, 1900.

1566

VETARZO BRAIN AND
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This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful impudence, or other influences incident to the wear and tear and hectic or overstrain of modern life. It cures nervousness, trembling, palpitation, nervous dyspepsia, low vitality, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Acting up the system generally, it gives tone to the exhausted nerves, it cures all weakening sweating discharges, involuntary losses, etc.; it restores the falling energies, and imparts new life and vigor to what had so recently seemed worn out, "used up," and valueless.

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